

# ELCLOG

Strategic Plan  
2000



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## Moving Targets A Strategy for Success

By Jim Lane

Until recently, ELC supervisors and managers have used the shotgun approach to zero in on a multitude of moving targets around them: Supply Center Computer Replacement (SCCR), Fleet Logistics System (FLS), CMPlus, Deepwater, Chief, Financial Officer (CFO) Act, Total Quality Management (TQM), ISO 9000, reinvention, right-sizing, reengineering, downsizing, the Government Performance and Results Act and Information Technology Management Reform, just to name a few. All the while balancing workload and most importantly keeping our customers happy and loyal.

To navigate successfully through today's complex and rapidly changing waters, leaders at all levels need a clear vision of their organization and to recognize what they want to achieve.

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## The ELC's Strategic Plan 2000 *Did Your Concerns Make the Cut?*

By LTJG Angela Cooper

**T**he Engineering Logistics Center's (ELC) Executive Steering Committee (ESC), made up of Division Chiefs, the Chief of Contracting Office (COCO), Executive Director (XD) and the Commanding Officer (CO), recently spent three days building the Command's Strategic Plan. Using data collected from numerous surveys and assessments, the 10-member ESC applied the guiding themes from the newly released Coast Guard HQ's Strategic Plan to determine the direction of the ELC for the year 2000 and beyond.

The team began the process by reading an extensive package containing the Equal Opportunity (EO) Review, the Human Relations Committee (HRC) Survey, the Climate Assessment, the Branch Chief's validation and prioritization of the assessment, additional guidance from G-S and last year's ELC strategic plan. The group rewrote the Command's mission and vision statements and guiding principles. The next step was to develop challenges for each of the seven criteria of the Commandant's Quality Award, which are Leadership, Strategic Planning, Customer Focus, Information and Analysis, Human Resources and Management, Process Management and Results.

Once the group reached consensus on the statements and challenges, each member presented his or her top three areas of improvement for the Command and their rationale for each choice. A few of the reoccurring themes included development of leadership training, increasing interaction between the ESC and Branch Chiefs, improving communications, investigating Activity-Based Costing (ABC), development of an employee orientation class, development of SCCR documentation and training and development of value-added measures to facilitate fact-based decisions.



Next, the group addressed each area of improvement to determine if it was a goal or an objective. Goals, which are broad, long-range or tactical statements, were established and objectives, which are measurable action items, were placed under the appropriate goals. Items were combined and duplicate goals and objectives were deleted. The group then reviewed each goal and objective and came to consensus on each one.

Rereading the package came next. The group paid particular attention to the items identified by the Branch Chief's as the most important areas for the Command to focus on. The review was to ensure the proposed plan did not have any gaps; that the concerns raised by ELC employees and validated by the Branch Chief's had been addressed. The group entered into discussion and a few additional objectives were added.

Next, the ESC went through each objective and assigned what body would have the lead responsibility for its completion.

The group multi-voted on the objectives. The goal of the multi-voting was to identify the top 20 objectives the Command needs to focus on first. The results were tallied and presented at the 4 Feb 00, ESC Meeting. The group again discussed the plan and made adjustments.

The plan has been approved and promulgated. It is available to all ELC employees and customers via the ELC Internet Site at [www.uscg.mil/hq/elcbalt/elc.htm](http://www.uscg.mil/hq/elcbalt/elc.htm). ↓



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## ***Strategic Planning— The Tie That Binds***

**Message from the  
Executive Director of the ELC  
Mike Healy**

**Hello and Welcome to the ELCLOG.**

For those of you who don't know me, I'm Mike Healy, the Executive Director at the ELC . . . and no, the new Ice Breaker was not named after me.

Since the topic of discussion in this issue is Strategic Vision, and one of my main jobs is helping to define the ELC's future, it would be an opportune time for me to provide some thoughts on the subject. I don't profess to be any smarter than the average person on this subject, but I have been doing strategic planning for a long time and have seen some things done right and some done wrong.

Strategic Planning—The Tie that Binds . . . funny title, but meaningful. I truly believe that continuity of purpose should be a prime objective in any major support organization. Having a common theoretical background on issues like Quality Management and Strategic planning (as a sub-set) is critical in staying on the course of continuous improvement. I'm a civilian and have been extremely lucky over the last ten years to have had Commanding Officers that had the vision to see that "continuity" is a major plus. These leaders have allowed Strategic Planning to be the tie that binds the organization together during the leadership change process and during their tour of duty. Taking the opportunity to bring a new prospective CO into the organization as part of the change process and developing the next iteration of a Strategic Plan has been an amazingly good way to ensure that leadership change is supportive of things that have been done well and areas for improvement are understood.

Total ownership is also a key element in Strategic Planning. The plan needs to be a product of the people that have to implement it. Over the years, I've seen ebbs and flows in this thinking and have come to the conclusion that you can't have too much participation in the process. Every employee needs to feel a part of the development of the plan and understand how they can make it happen. Sharing your goals and objectives with your Customers and Partners is also a key to continuous improvement. If you remember that your organization only exists to support others, it will give you the right perspective on strategic and tactical activity.

The most critical part of Strategic Planning (and the hardest) is operationalizing the plan. Setting goals and objectives is not enough. You need to tie those goals and objectives into your basic business and allow people in the organization to understand the linkage and see how their actions affect the big picture. Regular reviews of the plan . . . tying daily activity reports back to the goals and objectives and using measures of effectiveness and key indicators to drive business change are all critical to making Strategic Planning a successful tool in your "Quality Toolbox".

In this issue of the ELCLOG, you'll see some of the ways that the ELC views Quality Management principles and the way we have gone about deploying ourselves in the quest of continuous improvement. Have a good Coast Guard Day.

**Mike Healy**  
Executive Director  
USCG Engineering Logistics Center

U.S. Department  
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**United States  
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**Chief, Material Management Division**  
LCDR Drew Rambo  
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**Chief, Comptroller Division**  
CDR George Asseng  
410 762-6408

**Chief, Information Management Division**  
Mr. Charles Scoggs  
410 762-6549

**ELCLOG** is prepared by the ELC's  
Platform Management Division.

## **Need More Info?**

The ELCLOG furnishes a variety of information in each and every issue. We continually try to provide our customers with the latest news, updates and events. However, if there is a subject that you would like to learn more about, please let us know. We'll see to it that your request be published in a future issue of the ELCLOG. Just fill out the customer feedback page located on the back of the ELCLOG and fax it to us at 410 762-6085. Help us help you!

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### ASK LOGGIE

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## Contacting the Engineering Logistics Center

**Telephone: 410 762-6000**

### Requisition Management

for emergency requisitions, questions about pending requisitions, ROD's QDRs, etc.

**Telephone: 410 762-6800**

**Fax: 410 762-6213**

### Platform Management

for numbers listed in the platform management pages

### Web Sites:

Internet:

[www.uscg.mil/hq/elcbalt](http://www.uscg.mil/hq/elcbalt)

Intranet:

[cgweb.elcbalt.uscg.mil](http://cgweb.elcbalt.uscg.mil)

### Record Message Traffic:

The ELC plain language address is:  
**COGARD ENGLOGCEN BALTIMORE MD**

Note that this address supersedes the previous PLADs for Supply Centers Curtis Bay and Baltimore.

## Moving Targets A Strategy for Success

*Continued from page 1*

Managers must also have a mechanism that will enable them to align those key targets within their sights and translate that vision into action. Fortunately, we have at our disposal a proven blueprint for putting all the

## Leaders at all levels need a clear vision of their organization

pieces together—the Commandant's Quality Award (CQA) criteria.

Prior to executing this year's Strategic Planning process, the Command's Executive Steering Committee (ESC), decided to use the criteria of the CQA Program to provide the framework for the ELC's Strategic Plan.

The CQA program, administered by the Coast Guard's Leadership and Quality Institute, is based on the highly successful Malcolm Baldrige National Quality Award. The CQA Award itself is presented annually to high-performing Coast Guard units. The CQA criteria focuses on seven major categories; Leadership, Strategic Planning, Customer Focus, Information and Analysis, Human Resource Management and Development, Process Control and Business Results.

## The guiding principles will direct our interactions

In an effort to institutionalize the CQA criteria, our Strategic Plan is segmented into the same seven categories, which we labeled as challenges. The criteria serves as the mechanism to put our Vision, Mission, Values and Goals into action.

The Leadership, Strategic Planning and Customer Focus challenges combine to set the basic direction and plan of action for the Command. The Human Resource Management and Development and Process Control challenges are aligned with the Command's

Vision, Mission, Values and Strategic Plan in order to get the results our customers require. The Information and Analysis challenge ensures information is collected, analyzed and used throughout the command to track performance and adjust processes and human resources, as needed. The Business Results challenge is our performance report card identifying what the Command has actually achieved.

The purpose of the Strategic Plan is to help provide our employees, customers and partners with a common understanding of where the ELC is headed by describing our mission and vision as well as the command goals. The plan also describes those values and guiding principles that the Command ascribes to as it conducts its daily business

## The Strategic Plan is the starting point for all ELC

and makes strategic decisions. These are the values by which we, as individuals and a Command, are expected to conduct ourselves. The guiding principles will direct our interactions and business decisions for today and our strategic decisions for tomorrow.

The Strategic Plan is the starting point for all ELC planning, including business plan development for Divisions and Branches. To operationalize the Strategic Plan and ensure it does not just become another document on the shelf, the ELC developed an automated business planning system and process requiring ELC Divisions and Branches to align work, performance and improvement initiatives with Command Strategic goals and objectives. In addition, initiatives identify owners, due dates and ties to measures of performance which are reviewed and reported on regularly providing the Command a method of determining its success in meeting Strategic goals. ↓



# ELC Hosts Cutter Support Reviews For 378's and 210's

By CWO Bryan O'Sullivan

## 378 CSR

The Platform Management Division has been very busy processing fleet input for (2) Cutter Support Reviews held this year. We recently hosted the 378 WHEC CSR last February at the Maritime Institute of Technology located in Linthicum, MD. We first solicited the 378 fleet for logistic issues back in September 1999 and received a total of 156 issues from all 12 platforms. Some issues were brought up by more than one unit. Of these 156 issues, 81 Commodity Management Plans (CMPs), were developed to take various forms of action. The issues were divided up into three categories: Category 1 issues were mission impacting and personnel safety issues, Category 2 issues were important but non-mission impacting, and Category 3 were for general info or "nice to have" issues. Our goal at the conference was to target all Cat 1 and as many Cat 2 issues that time permitted. Many key issues were discussed, some of those included the reduction gear attached L/O pumps, fire pumps, SPS-73 radar, various pumps/motors, ventilation controllers, just to name a few. Between the allotted time for CMP discussion, a power point presentation of non-CMP issues, sidebar discussions between ELC and the MLCs, and various guest speakers from other branches, we covered all issues that were originally submitted. Although some issues were deemed by the conference attendees as "Not CMP Worthy", most were given tasking and are presently being processed. Realistically, CMP tasking will not be completed overnight and others may be affected by fiscal constraints. However, many issues were given high priority and results should be forthcoming shortly.



## 210 CSR

We are now geared up for the 210 WMEC CSR scheduled for August 2000. To date, we have received 130 issues from 12 platforms. As it looks now, key topics will include the distillation plant, Sigma OWS system, MDE parts support, fire alarm system, LST-5D radio sets, and much more. The CMPs for this conference are presently being drafted.

## Configuration Changes

Several CSR issues required submission of a Configuration Change Form (OPNAV-4790/CK). As the cutter fleet becomes older, replacement or repair parts may become more difficult if not impossible to find. Units will continue to find themselves replacing old equipment with "off the shelf" replacements to remain operational. Each time this happens, a CCF needs to be submitted to the ELC. For example, a 210 WMEC needs to replace their hot water circulation pump and soon discover that the pump is obsolete. After a little research, they locate a replacement that closely matches the old pump. They purchase it, re-pipe it, replace the pump, and are soon back in business. The cutter then sends a completed CCF to the ELC. The first thing we will do is search our Supply Center Computer Replacement (SCCR) database to see if the new pump is already supported with an APL that may be used by another platform. In some cases, we may even stock the replacement pump here. A job order may also be developed for the Engineering Branch to research whether or not the pump is a suitable replacement. If everything checks out, the APL for the old pump will be modified directing other units to replace the pump with model X upon failure. A new APL will be developed for visibility purposes for the new pump and ELC support will be provided after 3 installations. ⚓

## Configuration Reporting Systems: SCLSIS and CMPLUS

By Robby Ramkumar

By now, a lot of you have heard of and have used the OPNAV 4790/CK, Ships Configuration Change form. This form is the primary means for reporting Navy electronic configuration changes to the Engineering Logistics Center (ELC).

Many field technicians may think that they are simply wasting time by filling out the OPNAV 4790/CK forms, since most of the fleet now has the configuration reporting tool, CMPlus. THIS IS NOT TRUE. Currently the Coast Guard uses two configuration management tools: SCLSIS (Navy-owned) and CMPlus (CG). These two systems are unique and independent of each other. The Ships Configuration and Logistics Support Information System (SCLSIS) is a Navy designed infrastructure that maintains Navy configuration information for selected Coast Guard ships and shore activities. We use your completed OPNAV 4790/CK forms to update your unit's configuration database files in SCLSIS. This information in-turn feeds the Navy Weapon Systems File (WSF) for determining Navy-provided supply/support and funding for the Coast Guard.

Yes, CMPlus is the Coast Guard's unit level configuration database for both CG and Navy owned systems. Unfortunately, the Navy systems registered in CMPlus have no visibility or impact on the Navy's WSF. This is why it is extremely important to report all configuration changes as soon as possible. Failure to submit your configuration changes timely may result in cancelled requisitions by the item managers at Navy Inventory Control Point (they will think that you are ordering parts for something that you do not have). Don't let it happen to you! Take the time and reap the rewards from updating both SCLSIS and CMPlus. ⚓

## From ERPAL to MICA When Will You Receive Your New MICA?

By Ron English

When the ELC completed the stand up of the Supply Center Computer Replacement System there were a lot of changes to the scheduling of logistics documents at the ELC. What used to be the Electronics Repair Parts Allowance List (ERPAL) has been replaced by the Management Information for Configuration and Allowances (MICA). With that change the need for units to submit requests for a revised ERPAL has been replaced with a 24-month schedule for MICA documents. We developed the schedule using the last date of unit's previous logistics document, the ERPAL, and the CMplus deployment schedule set by G-SLS.

The ELC is in the midst of developing and testing a CMplus database refresh utility with the intent of updating the supply and allowance sections of the CMplus database with the new MICA information. This refresh should be available soon and will be part of the supply aids sent with the MICA package.

For information regarding your scheduled MICA print date, the ELC point of contact for shore site electronics MICA and logistics support is Ron English at 410 762-6158 or email at [renglish@elcalt.uscg.mil](mailto:renglish@elcalt.uscg.mil). For information on afloat units' MICA scheduling, please contact your appropriate Platform Manager at the ELC. Points of contact for the ELC can be found by visiting our Internet site at <http://www.uscg.mil/hq/elcalt> or our Intranet site at <http://cgweb.elcalt.uscg.mil>.

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ELC  
Home Page

# Ordnance Bullets

By LT A.B. Jones

## AN/UYK-7 Upgrade

The AN/UYK-7 Computer Set In-Service Engineering Agent (ISEA) has launched an initiative to upgrade all Mk 92 Mod 1 imbedded AN/UYK-7 Computer Sets from core memory to Double-Density Mated-Film memory. This upgrade doubles the memory capacity of the computer, greatly increasing the ability of the software engineers to improve the Mk 92 Operational Program. Replacement options for the OJ-172 Input/Output Console (DEAC) continue to be evaluated, but cost continues to be an insurmountable hurdle.

## Red Box Turn-Around

The Mk 92 Fire Control System In-Service Engineering Agent has instituted a program to refurbish the G/01 assembly in the radar transmitter. Also referred to as the "red box," this initiative will remove the current G/01 assembly and replace it with a refurbished G/01 assembly. The removed assembly will then be returned to the depot for refurbishment. This program is being provided at no cost to the cutter. The MLCs will coordinate the turn-around schedule. All heat sensitive components of the red boxes are being replaced during the overhaul, including all cables and wiring.

## Mk 38 Machine Gun System CASREPs

An analysis of Mk 38 Machine Gun System CASREPs shows several units procuring parts using a part number when a stock number is available. The following are the most frequently ordered parts and the correct stock number. Please update your inventory records to reflect the proper stock number. Updating your allowance information in accordance with the Auto-Monthly Computerized Maintenance and Allowance Report (Auto-MCMAR) should minimize such errors. Contact the appropriate CDM for more info about MCMARs.

Nomenclature	Part Number	Stock Number
Hand Grip Assembly	6085988	1010-01-225-9887
Recoil Mechanism	12524420	1005-01-088-4387
Solenoid	12524419	5945-01-089-7649
Piv	6086203	5315-01-301-0630
Knob	6086086	5355-01-225-9959
Bushing-Cam Assy	12524275	1005-01-088-4401
Insert	6086202	5325-01-286-9217



## Block 13 ORDALTs

Block 13 ORDALTs have been installed on all Coast Guard-held Mk 92 Fire Control Systems. As part of the alterations, the WCC Deflection Amps were upgraded from part number 3144760-1 (NSN 5950-01-029-9412) to a more reliable part number 3144760-2 (NSN 5985-01-445-8214). The old part number is still available in the supply system, and it's possible to inadvertently "un-ORDALT" your Fire Control System by ordering and installing the old part number. To avoid this possibility, always double check the identification number stenciled on the part with other available technical documentation. (The identification number on the part may not have been updated as part of the ORDALT process.) Also be sure your allowance documents reflect the new part/stock numbers. Your local NESU can assist in confirming whether you have the proper part in your system.

## Mk 38 Machine Gun System Upgrade

At long last, parts for the Mk 38 MGS Safety Modification are beginning to arrive at the Coast Guard Yard. Several Gun Control Units have undergone the first steps in the modification process and should be undergoing the final steps shortly. The Yard will modify the GCU for all Coast Guard held mounts as part of the ELC/MLC coordinated project. MLCs will be coordinating the actual change-outs with the cutters and the local shore-side support units. The upgrade includes a redesigned trigger and cable assemblies. The reliability and maintainability of the upgraded system is expected to far surpass that of the old system.

## Module Test and Repair (MTR) Program

The Module Test and Repair Program reached another milestone during FY1999 by recording its three millionth dollar in cost avoidance. Year-by-year results by unit are available on the ELC web site at . Check out how your unit savings compares to the others. Further information on the MTR Program can be found in COMDTINST 4790.2A. ⚓

# Prime Vendor Firefighting and Marine Lifesaving/Diving Equipment Support



By CWO Jay Evans

**E**LC message 092241Z MAR 00 announced the Defense Supply Center Philadelphia (DSCP) Firefighting (FF) and Marine Lifesaving and Diving Equipment (ML&DE) Prime Vendor (PV) Programs. This contractual service provides all Coast Guard units with the opportunity to requisition /order from existing Federal contracts in support of your marine lifesaving and diving equipment and fire fighting/damage control missions.

Both DSCP PV Programs are voluntary and can provide thousands of marine/ rescue swimmer and fire fighting supplies, training and services. It is important to point out that items not listed on the Prime Vendors' web sites or in their hard copy catalogs are still

available to USCG and are being added on a daily basis. These contracts were developed to add additional items to meet the needs of end users. Coast Guard customers can now receive virtually any item or service that is commercially available. The DSCP Programs are comprised of six separate best-value prime vendor contracts for marine life saving and diving and four separate contracts for fire fighting. Here are just a few reasons to utilize the DSCP Prime Vendor Programs:

- One Stop Shopping
- 24 hour a day support
- Routine/Emergency Delivery
- Electronic Ordering
- Material Returns
- Name Brand Products
- Value-added Services
- Surge/Contingency Coverage
- Infrastructure Savings
- Inventory Savings
- Leveraged Buying

Requisitions, procurement requests credit card purchases via the PV program enable customers to place orders via phone, fax or websites. Contracts competed through best value source selection methods are already in place negating the need for bidding or justification for other than full and open competition (JOTFOC). Extensive item variety ensures availability of virtually any desired name brand preference. Rapid delivery times and twenty four hour customer service offer an unprecedented level of support required for around the clock USCG operations. Personal relationships with the contractors allow prime vendors to custom stock items according to customer needs. Prime Vendors stand behind all products and services with remedies for any quality or warranty issues. A DSCP Customer Liaison Specialist (CLS) is assigned to each customer to serve as both a customer service representative and trouble-shooter. Customers can reduce their inventories as the Prime Vendor becomes the inventory support system.

The DSCP ML&DE and FF PV Programs were developed to help ease diving and fire fighting customers with the administrative burden of acquiring items, equipment and services. For more information about please visit the DLA DSCP home page at

[www.dscp.dla.mil/gi](http://www.dscp.dla.mil/gi). Click on "Initiatives" and go to "Fire Fighting" or "Marine Lifesaving and Diving". These sites can provide you with a wealth of information. POC for any questions or additional information can be reached at [firefighting@dscp.dla.mil](mailto:firefighting@dscp.dla.mil) or [diving@dscp.dla.mil](mailto:diving@dscp.dla.mil). Your message will reach the respective program DSCP Customer Liaison Specialist, who will assist your unit with the registration process or answer any of questions about the Programs. Other inquiries may be forwarded to Shirley Jones for Firefighting at 215 737-4421 or to Abie Fuller for Marine Lifesaving and Diving Equipment at 215 737-4052. J

## Need an Update? 140 WTGB

By CPO Timothy Wacker

### Barge Fenders and Release Hooks:

The ELC received the Prototype Evaluation Plan from CGC Mobile Bay. We are incorporating the recommending changes into the ShipAlt. This ShipAlt will affect the two WTGB's on the Great Lakes that push ATON Barges.

### Electronic Charting System (ESC):

This ShipAlt will be routed for signature as soon as stability concerns can be addressed.

**WSIII Installation:** A Prototype installation has been approved for CGC NEAH BAY and was installed by the CG Yard. The ELC is waiting for the prototype evaluation.

### AN/SPS-73 Surface Search Radar:

A Prototype installation was completed on board CGC NEAH BAY in Apr 2000. The CG Yard will be conducting the fleet wide installation of the AN/SPS-73 Surface Search Radar.

### HEating System Replacement:

ELC is working with MLCLANT to develop a heating system replacement alteration. A prototype should be installed by 4th QTR 2000. J





## What's the Status? POLAR WAGB

By CPO Timothy Wacker

### Standard Workstation 3 Installation:

This is part of a fleet-wide ShipAlt to replace the SWII. The installation was completed on POLAR SEA and will be completed on POLAR STAR in an upcoming availability.

### Depthsounder Replacement:

This is also a fleet-wide ShipAlt to replace the current fathometer with the Raytheon V-850. The installation was completed on POLAR SEA.

### Refrigeration 134A Conversion:

The Coast Guard YARD has designed a new refrigeration system that is compatible with environmentally compliant R-134a. The alteration is at G-SEN for signature. The YARD will be completing the installation on both ships.

### MCAMS Integrated PC (IPCs):

The ELC is working with NAVSEA Dam Neck on a proposal for a backup system and parts support for the IPCs, and flat panel monitor upgrades for POLAR SEA. The proposal is expected in FY01. ⚓

### Standard Boats Branch

#### Chief, Standard Boats Br.

LT John Whittemore  
410 762-6189

#### ATON/PUS Type Support Mgr.

CWO Roy Brown  
410 762-6185

#### SAR Type Support Mgr.

CWO Michael Mchale  
410 762-6188

#### Branch Logistics Mgr.

MKCS Michael Zimmerman  
410 762-6181

#### 49 BUSL Project Support

EMC Ivan Dump  
410 762-6184

#### 47 MLB Project Support

MK1 Williams Corners  
410 762-6160

#### Configuration Data Mgr.

MK1 Paul Lanneau  
410 762-6187

#### Configuration Data Mgr.

MK2 Linton Whitehead  
410 762-6182

#### 47MLB/49 BUSL Project Mgr.

Mr. Abe Loyal  
410 762-6135

## Standard Boats Branch



### MICA Discrepancies

In spite of our best efforts in providing you with a perfect MICA document, there are going to be discrepancies found. Units identifying a discrepancy in their MICA need to submit a MICA Discrepancy Review Form (DRF), along with any pertinent information to correct it. Copies of these forms have been provided in your MICA, in the MICA Forms section. These forms should be mailed to the ELC (Code 014). As a reminder, any corrections to your MICA will be posted in our Pen and Ink Changes portion of our articles. Any questions concerning this please contact MKC Zimmerman 410 762-6181. ⚓

### Allowance Change Requests

An Allowance Change Request (ACR) NAVSUP 1220-2 is a means for units in requesting a change to the spare parts allowance. Your ACR's provide the ELC a realistic view on what is really needed for on the shelf spare parts. Upon receiving your ACR it will be reviewed and either approved or disapproved, where upon you will be notified of its status. Any changes made to your allowances will be reflected in the next MICA printed. Copies have been provided in your MICA document, and can also be found in SWIII in JetForm Filler. When submitting an ACR, try to provide as much documentation as possible to justify the change. A copy of a Maintenance procedure Card is an excellent form of documentation. Any questions concerning ACR's contact MKC Zimmerman 410 762-6181. ⚓

### P-6 Dewatering Pump

The contract was awarded to W.S. Darley & Company to provide the Coast Guard with a

new portable gasoline driven dewatering pump. This new pump will be designated P-6 and will replace the existing P-1 and P-5 pumps presently being used. Units should continue using their P-1 and P-5 pumps until they become no longer serviceable. The new P-6 when ordered will come as a kit with all the necessary equipment to handle an emergency situation on a distressed vessel. The new P-6 will fit into the same aluminum storage container presently being used, and is not part of the kit. When ordering your initial P-6 you should also order the technical manual which contains the pump kit's packing instructions. The P-6 pump kit can be ordered using the NSN 4320-01-F99-0342, at a cost of \$3,336.00. When ordering the technical manual use NSN 4320-01-F99-0449. ⚓



### Cummins VT-903 Fuel Pumps

During the past several months the STAN Team visits identified an alarming number of fuel leaks coming from the fuel pumps on the Cummins VT-903 engines. After reviewing this problem, it was identified that a majority of these leaking fuel pumps were repaired at local Cummins or Coast Guard ISC's repair facility. The ELC directs their pumps to be rebuilt in accordance with the procedures found on pages 162 through 186 in Cummins Tech Pub TP-041-004. Upon further review it was found there was virtually no similar guidance (i.e. repair spec) for field units to use when having their fuel pumps repaired. To ensure leak free fuel pumps all units having Cummins 903's fuel pumps repaired should direct their repair facility to disassemble, repair and test their pumps in accordance with the procedures found in Tech Pub TP-041-004. ⚓

## Cummins VT-903 Tech Pub No. Change

Cummins Tech Pub 041-004 has been changed to Tech Pub 4368, NSN 7610-01-P02-0530. Below is the list of amendments along with their NSN's made in the past. ↓

Amendment 1.	7610-01-A01-0530
Amendment 2.	7610-01-A02-0530
Amendment 3.	7610-01-A03-0530
Amendment 4.	7610-01-A04-0530
Amendment 5.	7610-01-A05-0530
Amendment 6.	7610-01-A06-0530

## Cummins VT-903 Fuel Pump J Pipe

The J pipe for the 41's fuel pump is no longer available through Cummins. Cummins originally had these fuel inlet pipes made by a 3rd party vendor. In talking with Cummins, they recommended contacting a local hydraulics supply vendor, who should be able to match up the fittings and duplicating the configuration of the pipe. We have yet to receive any calls from unit having this done locally. ↓

## 41 UTB Obsolete Equipment

**41 UTB Battery Charger.** NSN 6130-01-180-8942, has been discontinued by the Lamarche Manufacturing. The ELC is presently researching a suitable replacement that will be compatible with Gel Cell Batteries. A replacement charger is currently being prototyped at UTBSYSCEN.

**41 UTB 24-Volt Horn.** NSN 6350-00-224-4945, is being discontinued by Federal Signal Corp. The ELC has already started researching for a suitable replacement before this item is discontinued. Once a suitable replacement is found, the Type Support Manager CWO McHale will issue a Boatalt. ↓

## 47 Steering System

We've been receiving calls from units concerning the steering system components from Hypro Marine, located in the United Kingdom. Unfortunately this creates a potentially long lead-time on these items. Our office has identified these items and is working with the 47's Project Office to resolve this problem. The items we've identified so far are the Rudder Angle Indicator, Rudder Feedback Unit, Combined Reservoir Assembly and Control Electronic Assembly. As a reminder, units who identify others items with similar problems can contact PO Corners 410 762-6160 here at the ELC. ↓

## 47 MLB Helm Unit

We have received numerous calls from units needing rebuild kits for their 47's helm unit. The helm unit has a Hypro Marine label

on it; however, the helm unit is actually made by Hynautics Inc. located at 1579 Barber Rd. Sarasota, FL 34240, Phone 941 379-0500. Upon contacting Hynautics Inc., they confirmed that they do make this unit and Hypro Marine is one of their distributors. The part number for the helm unit's rebuild kit is HS-05. Please pen and ink this change to APL 60628760A1 of your MICA, as a rebuild kit for this unit. This change will be reflected in your next MICA revision. ↓

## 47 Fire Extinguisher

Recently our section received word that a unit lost its fire extinguishers during a SAR case. When KIDDE was contacted to replace the extinguishers, they were told the extinguishers were obsolete. We contacted KIDDE and found that the 10 LB PKP on the boat is still being made but has a 4-week lead-time because of the valve on it. We have now identified a new part number for the PKP. In light of this, we gave allowances to the Unit and Group to reflect a spare CO2 and PKP. Please pen and ink your MICA to reflect the following: ↓

Commercial Supply Only		
9-909600002	Part Number	Cage
Item	NSN	SMR
DELETE	322/460	54905
Extinguisher PKP	0000-XF-C06-9863	PA3ZZ
ADD	466205	OKDP7
10 LB PKP	Commercial	PA3ZZ
ADD	466180	OKDP7
5 LB CO2	Commercial	PA3ZZ

## 47 MICA Pen And Ink Changes

- 47 MICA MANUAL, APL 66725821D4, page H-213 line through item 17, P/N 5106812. Item number 17 in the illustration needs to be renumbered item 16.
- 47 MICA MANUAL, APL 66725821D5, page H-309 line through item 17, P/N 5106812. Item number 17 in the illustration needs to be renumbered item 16. Item. Line through item 16, P/N 23515197 and replace with new P/N 23520306.
- 47 MICA MANUAL, APL 83813401C4, page H-361 replaces 0A's NSN with new one. This item has been assigned NSN 2010-01-463-9116.
- 47 MICA MANUAL, APL 66725821D4, page H-217 item 3, P/N 5132650. Replace P/N with 23505492 and NSN with 4730-01-350-2088.
- 47 MICA MANUAL, APL 66725821D5, page H-289 item 3, P/N 5132650. Replace P/N with 23505492 and NSN with 4730-01-350-2088.
- 47 MICA MANUAL, APL 66725821D4, page H-244, P/N J-1242, NSN 5210-00474-6400. Replace P/N with J-25502 and NSN with 5220-01-348-1638.
- 47 MICA MANUAL, APL 66725821D5, page H-318, P/N J-1242, NSN 5210-00474-6400. Replace P/N with J-25502 and NSN with 5220-01-348-1638.

**NOTE:** Remember to update your MICA Index, SNSL and Cross Reference to show these changes. ↓

## From the 87 WPB Type Support Manager

By CWO Art Nelson

### MAN SSDG Engine Overhaul Requirements

Currently there are no written guidelines as to when the engine should be overhauled. I am working MAN to determine when an overhaul is due. This is a new engine design for MAN, and engineering maintenance requirements are still being worked out. When determined, a new SSDG MPC will be distributed.

### CSMP's, Prototypes and ShipAlt Requests

While your new cutter is under its one year warranty, any configuration changes, such as retrofits and production changes are controlled by COMDT (G-AWP). After warranty, all CSMP's, Prototypes and ShipAlt requests will be handled by your supporting MLC as with any other cutter. Currently I have approved two 87 Prototype requests for evaluation: a KIM J/W heater system is being tested on ALBACORE 87309, and a sea-chest de-icing system is to be evaluated on HAMMERHEAD 87302. I am also working with MLCPCAC to install and test a more marine grade electrical winch for the RIB on BARRACUDA 87301, as well as installing and testing additional intrusion alarm switches for the doors on board DORADO 87306.

### Cutter Class Maintenance Plan (CCMP)

A draft 87 CCMP is being reviewed and finalized at the ELC. A working copy will be distributed by mid-summer.

### PMS Book

When promulgated, the 87 CPB PMS Book contained the most current manufacturers recommended maintenance information, as well as equipment piece/part NSNs, P/Ns, APLs and ESWBS. Now that we have some operating hours under our belts





you may start to notice some recommended changes, and those changed need to be forwarded to the ELC. Changes will be issued as they get approved. Please contact your MLC and the ELC for any questions.

## Superwinch Test Procedures

All 87's are now authorized to test their RIB winch. ELC message DTG 032115Z APR 00 established interim annual test procedures. An MPC has been developed and we anticipate promulgating by mid-summer.

## MDE and SSDG Lube Oil Analysis Program

Both the MTU MDE and MAN SSDG require an oil change every 500 operating hours. In accordance with NEM chapter 262 you are not required to submit routine oil samples for analysis. The exception to this is after an engine rebuild, a major engine casualty, or a major vessel grounding. If you have sent in a sample in the past, you have probably received a report of extremely high copper content in the oil which probably got your attention. MTU advised us that a unusually high copper content is normal for this engine because of the torsional GYS-LINGER coupling. This coupling is copper coated and is lubricated by the engine oil. As the copper flakes off the coupling, it gets into the oil. MTU's threshold value limits have been submitted to the NOAP test lab for future reference. These same values can be found in MTU service bulletin A001061/23E, Fluids and Lubricants Specifications. ⚓

Questions concerning any of these issues can be directed to CWO Art Nelson at 410 762-6033.

## 47 MLB Sources of Supply (SOS) Info

We've been receiving calls for a SOS on items used on the 47 MLB. Thanks to PO Bopp at MLB Pro with providing us SOS info. Periodically we'll post new SOS, as they become available. The following are the latest ones we've gotten.

Enclosed Bridge window heater & window washer rocker switches P/N 8055K25X1M. Enclosed bridge window wiper & window blower rocker switches P/N 8054KX1M.

Peerless Electronics Inc.  
19 Wilbur St.  
Lynbrook, NY 11563  
1 800 285-2121

Survivor's Compartment deck latches P/N C5-12-26. Engine Room, Aux. and Forward Compartments deck latches P/N C2-33-37. ⚓

Southco Inc.  
210 Brinton Lake Rd.  
Concordville, PA 19331  
610 459-4000

## Web Sites

[www.uscg.mil/hq/rtc/utb/rtcub.html](http://www.uscg.mil/hq/rtc/utb/rtcub.html).

Provides an overview of the UTB System Center, its available resident courses and on the StanTeam. The ELC's Platform Status Report, [cgweb.elcbalt.uscg.mil](http://cgweb.elcbalt.uscg.mil), provides you the most current information available here at the ELC. By reviewing the Platform Status Report you are able see the status of Boat and Ship Alterations, ongoing Prototypes on each class of Standard Boat and most current ELCLOG. ⚓

## 49 BUSL MICA

The 49 MICA manual was distributed. Enclosed along with your MICA is your Scamps disk and loading instructions. Units

who have not received their MICA, can call the ELC at 410 762-6181 or 6184 to receive their copy. Units who have not yet received their boat, will receive their MICA upon delivery of their boat. Training is being scheduled for units who have already received their MICA. ⚓

## 49 MICA Pen and Ink Changes

There have been two major changes sent out to the fleet via a supply advisory message, (DTG 202012Z MAR 00, 49 BUSL MICA CHANGE 1).

1. The NSN for the steering rudder has changed from 2040-01-412-4912 to 2040-01-471-8081, and the new P/N is 26301 CGY Rudder. This change has no effect on any of the piece parts for the rudder.
2. The NSN and P/N for the Ship's Service Diesel Generator (SSDG) starter have been changed. The old NSN was 6110-01-343-0556; has been changed to NSN 2920-01-343-0556. A new illustration was obtained for the starter and will be included in our next print of the MICA. Please disregard the current SSDG starter illustration. We would like to thank PO Warren at ANT Moriches for assisting us with this matter. ⚓



## Recent Completed BoatAlts

Class	Number	Title	Date Issued
25 TPSB	25PSU-A-01	GPS Installation	30 JUN 99
41 UTB	41UTB-B-99	UTB Engine Air Separator Install	01 JUL 99
41 UTB	41UTB-B-101	UTB Steering	06 JUL 99
44 MLB	44MLB-B-105	MLB LoudHailer Standardization	27 FEB 98
47 MLB	47MLB-C-001	MLB DGPS Upgrade	15 JUN 99
47 MLB	47MLB-C-002	MLB Hull Marking Change	18 JUN 99
47 MLB	47MLB-A-003	Emergency Fuel System Modification	03 MAR 00
55 ANB	55ANB-A-36	ANB Mast Upgrade	29 SEP 98
55 ANB	55ANB-A-37	ANB Engine Access Hatch Dogs	02 NOV 98
55ANB	55ANB-B-38	ANB Crane Padeyes Installation	23 JUL 99

**NOTE:** If you have not received a copy of these BoatAlts, contact your Group.

## Suggested BoatAlts

Class	Title	Casefile
30 SRB	Ballast Upgrade	SRB-030-99-001
41 UTB	Fuel System Leakage	UTB-041-96-57
41 UTB	Emergency Fuel Cut Off Cables	UTB-041-96-60
41 UTB	VHF FM DES Installation	UTB-041-98-01
41 UTB	Upgrade UTB Searchlight	UTB-041-98-10
41 UTB	Paint Scheme Modification	UTB-041-98-02
41 UTB	Power Panel Replacement	UTB-041-98-05
41 UTB	Dedicated Cell Phone Circuit	UTB-041-98-08
41 UTB	UTB Mast Junction Box Relocation	UTB-041-99-002
41 UTB	Boat Alt 95 Amend 1	UTB-041-99-004
41 UTB	Battery Charger Replacement	UTB-041-99-005
41 UTB	Flagstaff Removal	UTB-041-00-002
41 UTB	Line Cutters	UTB-041-00-003
47 MLB	Fuel System Upgrade	MLB-047-4
47 MLB	Alternator Replacement	MLB-047-98-002
47 MLB	Additional Hand Holds	MLB-047-98-005
47 MLB	Boat Hook Relocation	MLB-047-98-006
47 MLB	Bilge Alarm Upgrade	MLB-047-99-001
47 MLB	Fore Peak Vent Modification	MLB-047-99-002
47 MLB	VHF Radio Upgrade	MLB-047-99-004
47 MLB	Shaft Isolators	MLB-047-99-005
47 MLB	Raw Water Piping	MLB-047-99-006
47 MLB	Remote Air Box Fitting	MLB-047-99-007
47 MLB	MLB Chart Table Modification	MLB-047-
55 ANB	55 ANB Fire Pump Removal	ANB-055-94-01
55 ANB	Electrical Transformer Upgrade	ANB-055-96-02
55 ANB	Wash Down System Removal	ANB-055-96-28
55 ANB	Crane Brake Control Mod.	ANB-055-96-35
55 ANB	Fuel Strainer Removal	ANB-055-96-36
55 ANB	Deck Winch Brake Release	ANB-055-97-001
55 ANB	Danforth Anchor Relocate	ANB-055-97-002

## Standard Boats PMS Manuals

We've been receiving numerous calls from units requesting PMS manuals. These manuals are free issue and must be ordered. The following list contains the most current revision and their NSN.

Vessel	Tech Pub No	NSN	Amendment
30 FT. SRB	2196	CG 7610-01-P02-2860	5
41 FT. UTB	3430	CG 7610-01-F99-1706	0
44 FT. MLB	2062	CG 7610-01-P02-2130	17
47 FT. MLB	3343	CG 7610-01-P04-6600	0
49 FT. BUSL	3377	CG 7610-01-P05-6800	0
55 FT. ANB	2094A	CG 7610-01-P04-6400	0

## Standard Boats BOSS / MICA Allowance Documents

The following list contains the most current revision to your BOSS / MICA documents for your class of boats. If you find you are missing one give us a call at 410 762-6181 or 6187.

Vessel	Instruction Number
30 FT. SRB	ELCINST M4441.85D
41 FT. UTB	ELCINST M4441.84E
44 FT. MLB	ELCINST M4441.72D
47 FT. MLB	ELCINST M4441.47
49 FT. BUSL	ELCINST M4441.49
55 FT. ANB	ELCINST M4441.87B

Got a question about Logistics? Ask Loggie. Hopefully, this column will inform, enlighten and amuse you, and if you're not careful, you just might learn something.

Hey folks, Loggie got a few questions on configuration changes and reporting. So here we go...

Hey Loggie,  
I changed out a 2 HP, 2 speed, AC motor with one that we picked up at Motors R Us, and sent a 4790/CK to ELC to request support for the new motor, right? MK in Mobile Mo, you did the right thing, but for the wrong reason. You just changed the system configuration that the motor belongs to. OPNAV 4790/CKs (Configuration Change Forms) are used to notify the ELC of the completion of an **authorized** configuration change, and as a tool to correct an error in a configuration database, i.e., MICA. They should not be used to request support, nor, should they be used to circumvent the Alteration process as defined in the Naval Engineering Manual, COMDTINST M9000.6 (series). Good news: your 4790/CK will be reviewed at the ELC, and your Unit Configuration file will be updated with the changes. If support exists for the new motor, it will be reflected in your MICA. If not, you're on your own. Don't forget to fill out a form for the de-installed motor!

Loggie,  
Why do I need to submit a 4790/CK Configuration Change Form (CCF) when I can just update my EIR? I think it's redundant. Don't you think it's redundant? I think it's redundant. What do you think?

ET2 in ATTU

Et tu, ET2 in ATTU?( sorry, I couldn't resist it.) Loggie knows that updating AIM/EIR and submitting a 4790/CK seems redundant, but you need to know that there are far greater forces at work, here. Your AIM/EIR database is basically a property reporting system that we at the ELC use as one of the input files for ELEX MICA configuration information. AIM/EIR does not allow for hierarchical (parent/child) reporting capability, and does not guarantee that all the child equipment are listed. We at the ELC cannot validate the accuracy of your AIM database when it's time to produce a MICA. The 4790/CK that your unit submits to us confirms the installation and/or dis-installation of a Coast Guard unique or Navy Type Navy Owned (NTNO) equipment.

The other file we use for ELEX MICA is the Ships Configuration and Logistics Support Information System

(SCLSIS) extract. NTNO gear is reported electronically to the Navy by my buds, the Configuration Data Managers (CDMs) at the ELC in Code 016, Electronics/Ordnance Branch through the Ships Configuration and Logistics Support Information System (SCLSIS). This system feeds the Navy's Weapon Systems File (WSF), which contains Navy APL and cutter configuration data. By registering a unit on the WSF as a valid user of the NTNO equipment, we are ensuring that any requisitions for that equipment pass the first edit check. The big payoff: any initial requisitions for the Navy Type Navy Owned equipment are funded through the Navy's COSAL Outfitting Fund. These requisitions add up to some major bucks!

**Loggie,**  
**Why should I send in a CCF?**  
**What's in it for me? Ace**

*Ace, Bottom Line: We can't support it, if you don't report it!*

**Dear Loggie,**  
**I submitted several Allowance Change Requests to the ELC over 11 months ago, but still have not received a reply. I'm convinced that we are being ignored. What's going on?** **Still Frustrated**  
*Whoops, gotta go... No, seriously. . . turn around time for an ACR once it hits the ELC should be between 90-120 days. Since you haven't received a response from us after all this time, we can assume that:*  
1. We never got it.  
2. We got it but lost it.  
3. We got it, but there wasn't enough info, so we sent it back. (ball's in your court)  
4. Research requires cross platform data calls.  
5. We closed it out and you never updated your end.  
*Contact your Platform CDM and work it out.*

**Loggie's Logistics**  
**Quote o' the Quarter:**

*"When it comes down to the wire and the enemy is upon you and you reach into your holster, pull out the pistol and level it at your adversary, the difference between a click and a bang is logistics."—Source Unknown*

**Send your logistics questions to:**

Commanding Officer  
USCG Engineering Logistics Center  
Mail Stop 26, 2401 Hawkins Point Road,  
Baltimore, MD 21226. Attn: M.G. Triano  
Or call Mike Triano at 410 762-6161  
or e-mail at mtriano@elcbalt.uscg.mil

## Milstrip It!

### Getting The Parts You Need

By CPO Charles Dixon

**Y**our cutter, small boat or loran station has a broken part. You have sent a CASREP message notifying everyone that needs to know. The ELC manages the item, now what? While the CASREP message you sent to the ELC looks like it has all the information we need to send you the part, the truth of the matter is that our hands are tied until we receive a MILSTRIP REQUISITION ordering the part from the ELC. We need specific information to process your CASREP requisition. The specific information we need to process your CASREP requisition is found in COMDTINST 3501.3 and COMDTINST 4400.19A. When requisitioning parts for a CASREP from the ELC, make sure you include the following information:

- A.** Reference the CASREP DTG.
- B.** Include a proper narrative MILSTRIP line.
- C.** If you use a RDD of 777, make sure you include an accounting line.
- D.** If it's a small package, include your FEDEX account number for the premium shipping service you're requesting.
- E.** If you use a RDD of 999 and it is a large item and still want it next day, include your accounting line, address (no P.O. Boxes).
- F.** Also, include a point of contact with a phone number. This helps customer service if there is a problem with the requisition or the carrier if they are having trouble making the delivery.
- G.** See the example below of a proper CASREP requisition to the ELC. As a reminder, customer service will handle all CASREP and exception data requisitions. All lower priority requisitions should be submitted through automated means i.e., CMPLUS, STAR or formatted message to DAAS. ↓

```
P 071430Z JAN 00
FROM USCGC INEEDDITYESTERDAY
TO COGARD ENGLOGCEN BALTIMORE MD//029//
BT
UNCLAS//N04400//
SUBJ: MILSTRIP REQUISITION
A. (ENTER A JULIAN DATE HERE) eg. 071415Z JAN 00
1. AOA/ZNC/S/5998012382702/EA/00001/
Z99999/0007/W012/R/Z99999/D/00/XB/ETS/02/
777/5G
2. UTILIZE FEDEX ACCOUNT XXXX-XXXX-X
3. SHIP TO:
COMMANDING OFFICER
USCGC INEEDDITYESTERDAY
C/O ISC PORTSMOUTH
4000 COAST GUARD BLVD.
PORTSMOUTH, VA 27303-2199
4. POC: P.O. SMITH 757-XXX-XXXX
BT
NNNN
```

## Fuel Guidance

### Differences Between Fuels

By Tom Gahs

**T**his article is the first of a series that presents practical information on shipboard fuel use. Differences between fuel types will be discussed in this initial article. Future topics will include: the Coast Guard's shipboard fuel sampling program, fuel stability, husbandry practices, and what to do when a shipboard fuel problem occurs.

There are many fuels commercially available both throughout the country and around the world. Fuels can have widely varying characteristics—but not all are suitable for use on Coast Guard vessels. Knowing the type of fuel you've taken onboard is also essential to good fuel management. Unfortunately, locally used fuel names often have no real meaning and may even be incorrect. For instance, "F-76" is sometimes *mistakenly* used to represent *any* commercial distillate marine fuel. Misuse of the fuel's name can result in serious shipboard problems. Recently, a cutter had to deal with a severe fuel storage stability problem. The unstable fuel had to be off-loaded and the tanks cleaned. The primary cause for this problem was incorrect identification of the fuel as "F-76" by the supplier. F-76 is a specific MIL-SPEC fuel product that, as part of its spec

requirements, must pass a rigorous storage stability test. However, no commercial fuel products come with a similar storage stability "guarantee". All commercial fuel therefore must be periodically rotated onboard ship—so that it's consumed before any potential stability problem can occur. Because the cutter personnel thought they had loaded F-76, they took the fuel's storage stability for granted. Had they known that they had actually taken onboard a commercial product, they may have been more careful about rotating their fuel stocks—and prevented the problem from occurring.

The Coast Guard has three fuels designated as primary ship propulsion fuels. Two of those products are MIL-SPEC products: **F-76** and **JP-5** (also known as F-44). The third product is a commercial product: Naval Purchase Description Marine Gas Oil (**NPD MGO**). All three fuels are high quality 100% distillate fuels. Any and all other fuels are designated as Emergency Substitute fuels. Emergency Substitute fuels are to be used only when the primary fuels are unavailable and only after confirming their suitability. Your respective MLC (vr) or ELC can assist you in making that determination. Short descriptions of the fuel types you will most likely encounter will be in the next issue of the ELCLOG.



## What Do You Think? Please Let Us Know.

**Customer Feedback.** If there is any information you would like to see included as a regular part of this publication, or if there is any way you feel it could better service you as a customer; please take a moment to provide your comments here. Simply fax a copy of this form to 410 762-6085. Thanks for your interest in helping us improve our service to you, our customers.

To: **Content Approving Officer, USCG Engineering Logistics Center**

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## Come to See Us

### **From Washington and Points West or South**

From HWY 95 or 295 North, Turn right on Baltimore Beltway I-695 heading east toward Key Bridge for 5.4 miles to Exit 1. At the end of the off ramp, bear right. You will immediately come to an intersection with a traffic light (Hawkins Point Road). Make right on Hawkins Point Road and continue for ½ mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions.

### **From Baltimore and Points North or East**

From HWY 95 South, turn left on Baltimore Beltway I-695 heading southwest for 16.7 miles, over the Francis Scott Key Bridge, to Exit 1. At the end of the off ramp, turn left. You will immediately come to an intersection with a traffic light (Hawkins Point Road). Turn right on Hawkins Point Road and continue for ½ mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions.

**U.S. Coast Guard Engineering Logistics Center  
2401 Hawkins Point Road  
Baltimore, MD 21226-5000**

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Commanding Officer  
**U.S. Coast Guard Engineering Logistics Center**  
2401 Hawkins Point Road Mail Stop 26  
Baltimore, MD 21226-5000